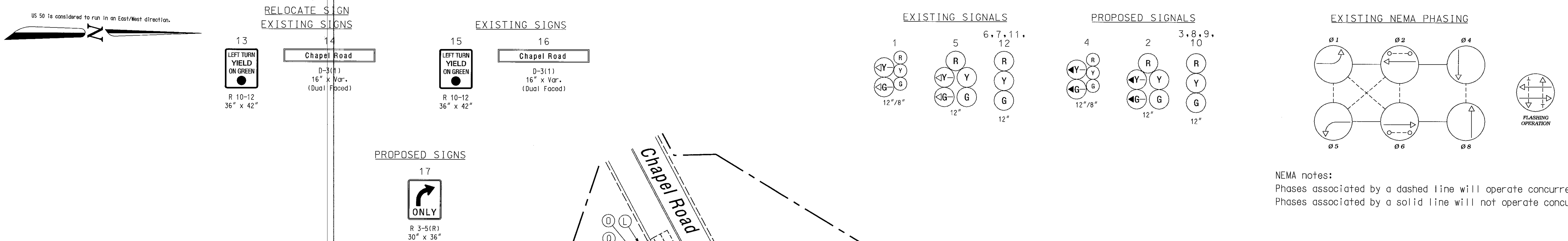
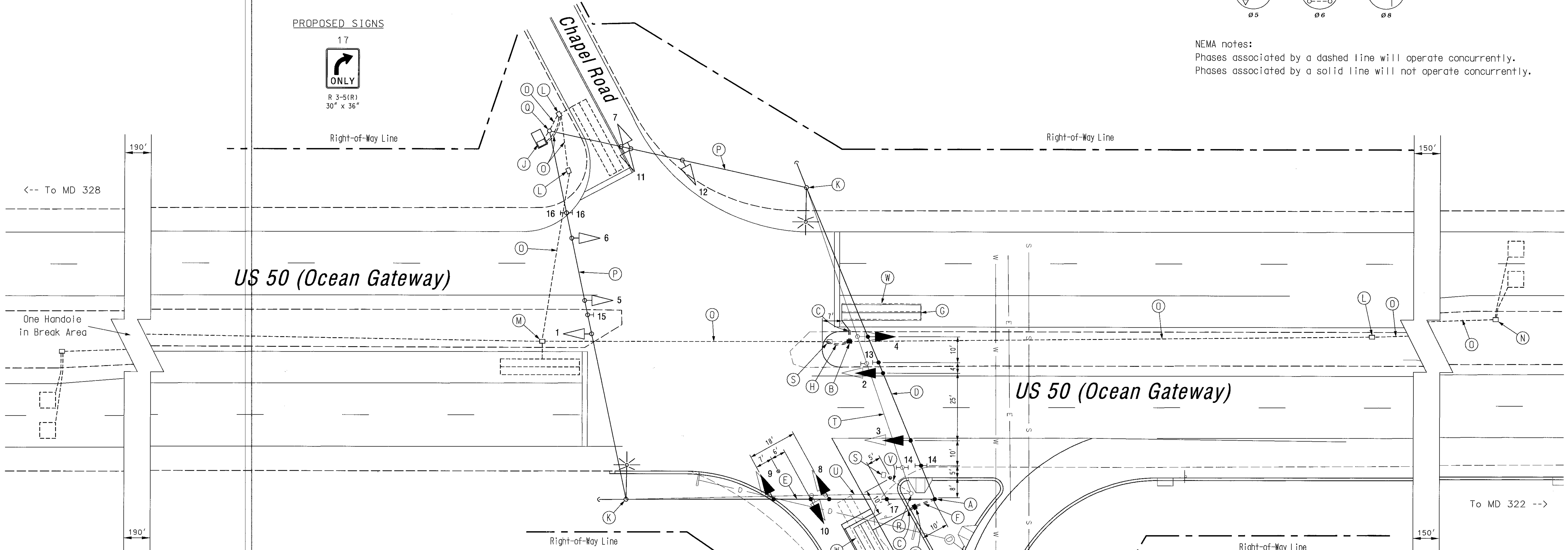


NEMA notes:
Phases associated by a dashed line will operate concurrently.
Phases associated by a solid line will not operate concurrently.



CONSTRUCTION DETAILS

A. Install 12 in. x 30 ft. steel strain pole. (Note: one 3 in. PVC conduit bend).
B. Install handhole.
C. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
D. Install 3/8 in. steel span wire, signal heads, and relocated signs.
E. Install 3/8 in. steel span wire, signal heads, and sign.
F. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
G. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
H. Extend existing conduit with 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
J. Use existing base mounted cabinet/controller.
K. Use existing strain pole. Install temporary back guy.
L. Use existing handhole.
M. Use existing handhole. Pull back existing aluminum shielded cable and re-run in new conduit back to existing loops.
N. Use existing handhole. Splice existing aluminum shielded cable to existing loop wire.
O. Use existing conduit.
P. Use existing span wire.
Q. Use existing strain pole.
R. Remove existing steel strain pole.
S. Remove existing handhole.
T. Remove existing span wire and signal heads. Relocate existing R10-12 and D3-2 signs to new span wire.
U. Remove existing span wire and signal heads.
V. Cap and abandon existing conduit.
W. Abandon existing loop detector.

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at final sidewalk or curb grade for closed sections, highest roadway profile grade for open sections to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
2. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
3. Pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
4. Revision 'C' is a revision to the traffic signal built in March, 1984 under S.H.A. Contract No.: 855-25001.
5. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

GEOMETRIC LEGEND

═══ ═══ ═══	EXISTING GEOMETRICS
═════════	PROPOSED GEOMETRICS

UTILITY LEGEND

— G — G —	GAS MAIN
— W — W —	WATER MAIN
— S — S —	SEWER MAIN
— E — E —	ELECTRIC CABLES
— D — D —	STORM DRAIN
— A — A —	AERIAL CABLES
— T — T —	TELEPHONE CABLES

Revision "C"

The Traffic Group

The Traffic Group, Inc.
410-931-6600
Fax 410-931-6601

REVISIONS

(C) Relocate pole in NE quadrant. S.H.A. No.:BW996M82	September 15, 2004
jjd	
B As-Built S.H.A. No.:AW101A51, AW101B51, AW101C51	October 15, 1997
RRZ	
A Upgrade to full actuated signal. S.H.A. No.:	September 5, 1989
RRZ	

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY
ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)
US 50 (Ocean Gateway) and Chapel Road
Easton, Maryland

DRAWN BY:	W.Richardson	F.A.P. NO.	N/A	TS NO. 1949 C	SHEET NO.
CHECKED BY:	Name	S.H.A. NO.	855-25001		
SCALE:	1" = 20'	COUNTY:	Talbot	T.I.M.S. NO.	
DATE:	March 6, 1984	LOG MILE:	20005010.17	G6216	1 OF 2

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